Recommendation of the National Transportation Safety Board regarding 'call-ouf between pilot and co-pilot

*269. SHRI SANTOSH BAGRO-DIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any recommendation of the National Transportation Safety Board for a drastic revision of the standard 'call-out' system between the pilot and the copilot;

(b) if so, whether it has been implemented by the Indian Airlines; and

(c) if not, what are the reasons therefor?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) The National Transportation Safety Board had made a recommendation regarding revision of the existing standard call-out system.

(b) Yes, Sir.

(x) Question does not arise.

*270 *[Transferred to 24th May,* 1990.]

Allegations relating to Kawas Power project

*271. SHRI VISHWASRAO RAM-RAO PATIL;

SHRI A. G- KULKARNI;

Will the Minister of ENERGY be pleased to state:

(a) whether Government's attention has been drawn to a news-item which appeare^ in the Statesman of the 22nd March, 1990, captioned 'Alsthom will get Rs. 110 crores extra for Kawas Project';

(b) whether it has also been alleged that his Ministry have cleared the project; if so, what are the details in this regard; and

(c) what corrective action has been taken in the matter?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) Yes, Sir.

(b) The facts brought out in the news-item which appeared in the Statesman of thhe 22nd March, 1990, captioned 'Alsthom will get Rs- HO crores extra for Kawas Project' are not correct. The contract for the msin plant equipment for the Kawas gas-based power project was awarded by the National Thermal Power Corporation to M/s. GEC—Alsthom S. A., as their bid was the lowest evaluated one received against international competitive bidding floated under the World Bank procurement procedure.

(c) Does not arise.

Machinery lying idle in CXL and its subsidiaries

*272. SHRI SUNIL BASU RAY: Will the Minister of ENERGY be pleased to state.

(a) whether it is a fact that a large number of machines are lying idle in Coal India Ltd. and its subsidiaries; and

(b) if so, what is the extent of idleness per machine, and its effects on the cost structure of coal in CTL and its subsidiaries?

THE MINISTER OF ENERGY (SHRI ARIF MOHD. KHAN): (a) and (b) The machineries used in Coal India Ltd. and its subsidiaries are broadly classified into two categories viz.

(a) opencast mining equipment, and

(b) underground mining equipment

2. Draglines, Shovels, Dumpers and Dozers are the main opencast mining equipment. A certain percentage of these equipment is always unavailable os account of scheduled maintenance, daily shift maintenance, major overhaul ana breakdown, etc. The standard norms of availability of major opencast equipment are as follows: —

Draglines	85 %
Shovels	80 %
Dumpers	67 %
Dozers	70 %

3. The percentage of achievemenl of the standard norms averaged for the period 1989-90 is as under: —

Draglines	93 %
Shovels	81 %
Dumpers	83 %
Dozers	76 %

4. Viewed a_s a percentage of shortfall from the full achievement, i1 means that there was a shortfall oi 7 per cent in the case of draglines, 19 per cent in the case of shovels, 17 per cent in the case of dumpers and 24 per cent in the case of dozers.

5. The average physical availability of the total population of opencasl equipment during 1989-90 was as under: —

Type of equipment	Standard norms for availability against total shift hours (%)	Average percentage of achievement aginst norms during 1989-90 (%)	Average physical availability against the total shift hours (product of b & c) (%)
(a)	(b)	(c)	(d)
Dragline	85	93	79.0
Shovel	80	81	64.8
Dumper	67	83	55.6
Dozer	70	76	53.0

6. The following Table gives the population of Draglines, Shovels, Dumpers ary Dozers in CIL and the nluanbier of equipment not working as on 31-3-1990; including those under major breakdown: —

Type of equipment	Popultion	Equipment not working	Percentage of non-working equipment to total population
Dragline	29	1	3.4
Shovel	723	144	20.0
Dumper	3380	799	23.7
Dozer	913	309	33.9

7. The opencast equipment under major break down and|or overhaul and out of operation for more than 3 months, as on 31-3-1990, were as under:—

Type of equipment	Total population	Break down for more than 3 months	Percentage break down
Dragline	29	1	3.4
Shovel	723	59	8.2
Dumper	3380	568	16.8
Dozer	912	202	22.1

8. The total number of main under ground mining equipment and average actual availability during 1989-90 were as under: —

Type of equipment	Total Population	Actual average availability (%)
Winder	506	90.2
Coal Cutting Machine	685	58.9
Haulage	3720	78.9
Road Header	52	58.8
Shearer for Longwall Face	13	70.0
Side Discharge Loader	212	71.49
Load Haul Dumper	43	79.47

9. The assessed system capacity in 1989-90 of all mines together was 196.67 million tonnes against which there was a production of 178.59 million tonnes i.e. a gap of 18.08 million tonnes between the assessed capacity and the actual production. The gap between actual production (178.59 million tonnes) and system capacity (196.67 million tonnes) is accounted for by a number of factors, such as, (i) power interruption; (ii) industrial relations problems; (iii) rains; (iv) land constraints; (v) despatch constraints and constraints of maintaining already high stock; (vi) law and order problems; (vii) non-availability of machinery etc.

Many of these factors work in con-, junction and it is not possible to isolate the impact of any single factor. On the basis of analysis of factors adversely affecting production, about 4 million tonnes of loss of production can be attributed to non-availability of machinery as per the best judgement of Coal India Ltd. Calculated on this basis, there is an impact of the order of Rs. 9-00 per tonne on the cost of production of coal due to nonavailability of equipment.